What is Claimed is:

1. A method for controlling at least two clutches in a twin-clutch transmission of a vehicle, wherein at least one clutch is disengaged via at least one emergency valve.
2. The method as described in Claim 1, wherein in an electromotive clutch actuating mechanism an emergency valve is connected to a hydrostatic release system of each clutch so that when the emergency valve is opened, the clutch assigned to each is disengaged without being subject to force.
3. The method as described in Claim 1, wherein at least one emergency valve connected to the ignition lock is wired in parallel to the transmission controller, the emergency valve being actively closed when the ignition lock is switched on and opened when the ignition lock is switched off.
4. The method as described in Claim 1, wherein at least one of the clutches is disengaged via at least one emergency valve when there is a detection of a system fault.
5. The method as described in Claim 4, wherein a system fault is detected when there is a failure of a clutch actuator and/or when there is a failure of the processor of a transmission controller and/or when a stall protection for the motor is activated and/or when the transmission controller is switched off and/or when there is a failure of the power supply of the transmission controller.
6. The method as described in Claim 4, wherein at least one emergency valve connected to the transmission controller is used that is actively closed during normal operation of the transmission controller and automatically opened when a system fault is detected.
7. The method as described in Claim 6, wherein each emergency valve is at least mechanically actuated so that a manual disengagement of each clutch is made possible.
8. The method as described in Claim 7, wherein each emergency valve is at least electrically actuated so that a manual disengagement of each clutch is made possible.
9. The method as described in Claim 8, wherein at the beginning a check is made of whether the transmission controller is activated, a check is made when the transmission controller is activated of whether there is a system fault, and if a system fault is present the emergency valves of both clutches are opened.

10. The method as described in Claim 9, wherein, when the transmission controller is switched off, the emergency valves of the two clutches are disengaged independent of the detection of a system fault.

11. The method as described in Claim 9, wherein, when the transmission controller is activated and when no system fault is present, the emergency valves of the two clutches are closed.

12. A twin-clutch transmission of a vehicle having at least two clutches that are actuated at least via one release system by at least one clutch actuator, especially to carry out the method according to Claim 1, wherein an emergency valve is provided to disengage at least one clutch.

13. The twin-clutch transmission as described in Claim 12, wherein in the use of an electromotive clutch actuating mechanism an emergency valve is connected to a hydrostatic release system of each clutch so that, when the emergency valve is opened, the clutch assigned to each is disengaged without being subject to force.

14. The twin-clutch transmission as described in Claim 12, wherein a valve is provided as the emergency valve that is opened in the currentless state.

15. The twin-clutch transmission as described in Claim 12, wherein the emergency valve is electrically connected to the ignition in such a manner that the emergency valve is actively closed when the ignition lock is switched on and opened when the ignition lock is switched off.

16. The twin-clutch transmission as described in Claim 12, wherein the emergency valve is electrically connected to the transmission controller in such a manner that the emergency valve is actively closed during the operation of the transmission controller and is automatically opened when a system fault is detected.

17. The twin-clutch transmission as described in Claim 12, wherein at least one mechanically actuated emergency valve is provided for manual disengagement of the clutch.

18. The twin-clutch transmission as described in Claim 12, wherein at least one electrically actuated emergency valve is provided for manual disengagement of the clutch.

19. The twin-clutch transmission as described in Claim 12, wherein a dry twin-clutch is provided with compressed clutches that are disengaged in a manner not subjected to force.